

HIS CELLULOSE LOVE.

A Californian's Chivalry to a Pretty Shop Girl.

LEGITIME IS LOSING GROUND.

His Commander-in-Chief Dead—The New Officers—Proposals to Build Them Opened—They Are Too High.

(Special to THE HERALD—Examiner Dispatch.)
NEW YORK, Aug. 22.—The days of chivalry are not over, at least in California, and so thought Messrs. Lichtenstein & Sons, millinery and dry goods merchants on Grand street, on receiving the following letter from San Francisco:

"Some two years ago there was employed by you a young lady by the name of Hattie. She waited on a gentleman from this state in August or September, who purchased some celluloid goods in the basement of your store. This gentleman was very much smitten with Hattie. He died some six weeks ago and left \$5,000 to Hattie, employed in the celluloid department of Mr. Lichtenstein's on Grand street, 258-57, New York. If you will write to Mayor Pond, and will give him the full name of Hattie and her present address, it will be of advantage in complying with his will.

"Yours, respectfully,
"H. B. DAVENPORT, Administrator."

The Messrs. Lichtenstein had never before employed a "Hattie" in their celluloid department, and she is still there. So it was not difficult to identify the young lady to whom Mr. Davenport referred. She is Miss Hattie Minzelsheimer, who is the head of the department mentioned. She was called into the office and asked if she knew anything concerning the matter which the letter referred to. She gave the desired information, and the following was immediately dispatched to San Francisco:

"New York, Aug. 22, 1889.—Mayor Pond: Hon. Sir, Enclosed please find a letter which was received by us in regard to a young lady in our employ. Will you kindly let us know by return mail whether you know the gentleman in question, and there is any truth in the matter. We would be very glad if such is the fact, as the young lady is a worthy one and deserves any good fortune that may befall her. If there is any truth in the matter, please to receive it for her and place it in her hands. The young lady's name is Miss Hattie Minzelsheimer, No. 87, Second avenue, New York. She has charge of the celluloid department in our store. Thanking you beforehand for your kind reply, we remain very truly, Sir, your obedient servants.

(Signed),
"L. LICHTENSTEIN & SONS."

As yet no reply has been received from the mayor of San Francisco. News of her good fortune did not make Miss Minzelsheimer proud, and she has been at her post of duty every day. There she was found yesterday. She is a very pretty young lady. Her dark eyes sparkle as she speaks, and her whole manner betokens animation and spirit. She is a native of New York, of excellent figure. She dresses neatly, and is on the whole very attractive. When asked to tell her version of the story, Miss Minzelsheimer said:

"I have a very indefinite recollection of the gentleman mentioned in Mr. Davenport's letter. He came into the store about two years ago, and stepping up to our counter bought quite a bill of goods. It just happened that I waited on him, and when he had finished his purchases he entered into conversation with me, and finally he asked me if I would wait on him the next day. I knew that it was hardly a proper thing for me to do, but he would like to give me something. I replied that he ought to understand that I was not a waitress, and that there for the purpose of waiting on customers, and received my salary for such services, and could under no circumstances gratify his desire. He pressed me, and said that he would wait on me the next day, and I biding me good day, left the store.

"I can hardly remember enough about him to describe his appearance. He was a middle-aged man, with gray hair and mustache. Not particularly tall, but well built. I heard anything from him directly or indirectly, until this letter came from Mr. Davenport. I was quite surprised, and sure that he was not a man of great wealth, but there is any truth in the story.

"I am sorry that the story has gained currency, and had hoped that nothing would be said about it until the Miss Minzelsheimers had heard from Mayor Pond."

Miss Minzelsheimer told her tale in a modest sort of way, and was evidently in earnest when she said that she regretted that she was to be forced into public notice. She lives with her father and mother in a pretty little home in Second avenue, and is not in need of any financial assistance. Her associates in the store are not at all envious, and daily they hope she is really the favored of Dame Fortune.

Steel Cruisers Proposed.

WASHINGTON, Aug. 22.—The acting secretary of the navy today opened the proposals for constructing the first steel cruiser. Three are to be of about two thousand tons and two to be of 3,000 tons displacement. Each of the two classes of vessels is to cost \$700,000 and 1,000,000 respectively, and to be completed within two years.

Every provision is made in the plans contracts to guard the government against loss, and, provided by the act, the contractor is made responsible for the success of the vessel, regardless of minor faults of omission in the designs furnished by the department.

The bids were opened in the presence of Acting Secretary Walker, Judge Advocate General Henry, Chief Engineer Melville and Naval Constructor Hitchcock. The last named officer having been largely instrumental in designing the new vessels and their machinery. Among the shipbuilding firms represented by officers of agents at the opening were the following: Harlan & Hollingsworth company, Wilmington; the Quinard iron works, New York; the Union iron works, San Francisco and the Atlanta works, of South Boston. The bids were as follows:

The Bath Iron works, of Maine, propose to build the three 2,000-ton vessels for \$750,000 each, with the addition of 100,000 for the advertised time—two years; Crompton & Sons, of Philadelphia, propose to build the same vessels at \$675,000 each. The same firm offers to build the two 3,000-ton vessels at \$1,225,000 each. The result of the bidding was a disappointment to naval officers, as the appropriation is limited by the act of Congress to \$700,000 each in case of the 2,000-ton vessels, and \$1,100,000 for each of the 3,000-ton vessels. Of course none of the bids can be accepted.

The next move will be to re-advertise, but not much confidence is felt in the result and it is probable that in the case of the cruiser Newark, Congress will be asked to increase the appropriation to \$1,000,000. Still another course open to the secretary is to build the vessels at the navy yards.

Naval Constructor Hitchcock, who is acting as chief of the construction corps, regrets the failure to secure suitable bids, as an indication that the constructors are depending by their experience and calls attention to the fact that nearly all of the

A RAILROAD HOLDUP.

Chairman Corley on Long and Short Haul Rates.

EDISON BANQUETED IN PARIS.

An Anti-Bell Telephone Witness Dead—The Charleston's Second Trial—Bud Renard's Case.

CHICAGO, Aug. 22.—The warring northwestern railroads to-day ran against an unexpected snag. In the case of the Chicago & North Western, Chairman Corley, of the Interstate commission, who informed them that when circumstances justify the making of rates which ignore the long and short haul clause, the rates actually made must be reasonable when compared with the other. The great disparity now made since the recent rigorous cut between the long and short haul rates on the lines between Chicago and St. Paul would of itself make the latter illegal and indefensible. If maintained, it will compel the commission to make an order reducing the short haul to the proper proportion.

Judge Corley called the attention of the railroads to the fact that when they rendered themselves liable in every instance to an action on behalf of any person who had been compelled to pay the same, "this notification" said he, "must be recognized and managers must act accordingly." As it is a decision reached after their examination of the facts in the case, the northwestern was bound to accept it, and the Burlington and Northern of about 75 per cent. in rates from Chicago to St. Paul on through business from the east, and consequently threatened the mortification of all the northwestern local and Missouri river rates.

At the afternoon session of the Western Freight association, Chairman Corley's notification to the managers. Immediately General Manager Egan, of the Chicago, St. Paul & Kansas City road, announced that in order to be in accord with the Interstate commission's decision on local traffic he proposed to reduce his rates on local traffic by 75 per cent. This was a surprise to the other roads, as none of them, of course, can do business at such rates, except at the mortification of all the northwestern local and Missouri river rates.

The chief interest of the day centered in the four-year-old race. In that Harry Noble, rather out-clasped the rest of the field, but Wyandotte and Giraffe showed plenty of speed and drove the winner out in good time.

The 2:31 race was postponed until tomorrow to avoid six heats had been trotted, on account of falling darkness.

The 2:32 class—Kinman first, Lou White second, Prize third, Herring Medium fourth. Best time—2:32.5.

Four-year old stakes—Harry Noble first, Wyandotte second, Wyandotte third, Giraffe fourth. Best time—2:30.4.

The 2:31 class, unfinished—Almont first, Kinman second, Wyandotte third, Giraffe fourth. Best time—2:31.1.

It was announced from the judges' stand that the famous three-old stallion Astell would go to-morrow to beat his record of 2:14.5.

Poughkeepsie Grand Circuit Races.
POUGHKEEPSIE, N. Y., Aug. 22.—Attendance, 6,000; track in fine condition.

The 2:35 class—Markman Maid first, Maid Miller second, Saxon third, Frank S. fourth. Best time—2:31.1.

Five-year old stakes—Sage 3:00—Sussey S. first, J. D. Richardson second, Newton B. third, Henrietta fourth. Best time—2:28.5.

Four famous mare Belle Hamlin, with a running mate, attempted to beat her record of 2:15.5. On the third attempt she got away square, making the mile in 2:14.5. Although the mare failed she was vigorous and quick.

The power Johnston was then brought out to beat his record of 2:06.4. He was driven by Budd Doble. The horse got away on the second attempt and made the mile in 2:07. Although he did not break his own record, he made the fastest time ever made on a track in the east.

Saratoga Races.
SARATOGA, Aug. 22.—The weather was beautiful, the attendance large, track fair and racing good.

Five-eighths of a mile—Prodigal Son won in 1:02.5, Cecil B. second, Little Crete third.

Mile—Ben Harrison won in 1:40.5, Belle O'R second, Leo H. third.

Mile and 500 yards—Lavinia Belle won in 2:12.5, Gypsy Queen second, Crown Princess third.

Mile and one-eighth—Vosburg won in 1:49, Vermont second, Bravo third.

Three-fourths of a mile—Litt-oil won in 1:10.5, Kittle R. second, Harnsbrough third.

Morris Park Races.
MORRIS PARK, N. Y., Aug. 22.—Attendance, 15,000.

Three-fourths of a mile—Tipstaff won in 1:12, one second faster than the previous record, Volunteer second, Emotion third.

Mile—Tenny won in 1:42.5, Oregon second, Deed second, Hyacinth third.

Three-fourths of a mile—Lavinia won in 1:45.5, Ruperta second, Golden Horn third.

Mile and one-eighth—Orillanne won in 1:46, Hyacinth second, Hypocrite third.

Five-eighths of a mile—Swift won in 1:01, Civil Service second, Tally Ho third.

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